



DEPARTMENT OF DEVELOPMENT SERVICES – PLANNING DIVISION
REPORT: Parkville Market Phase 2 – Special Permits & Site Plan at 1390 Park Street for consideration September 27, 2022

STAFF REPORT

TO: Planning & Zoning Commission
PREPARED BY: Paul Ashworth, Senior Planner
paul.ashworth@hartford.gov

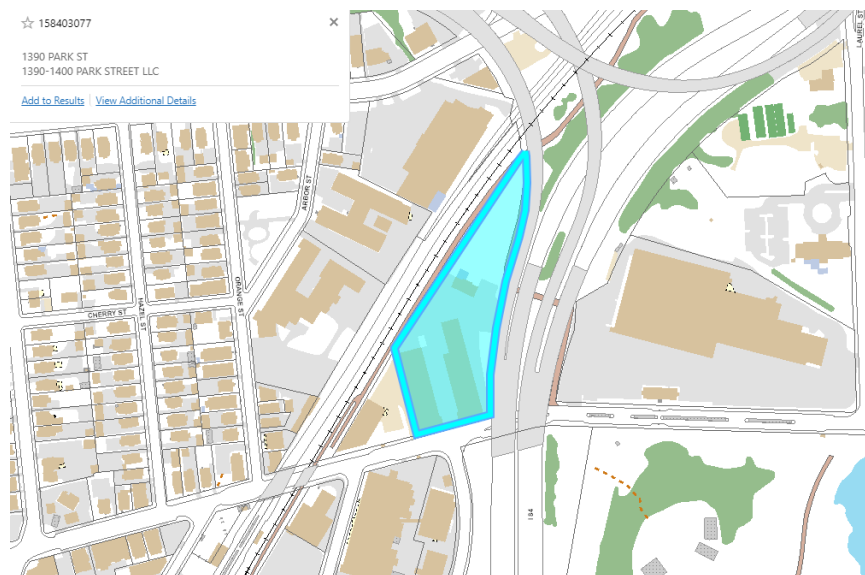
PROJECT: Parkville Market Phase 2
1390 Park Street (1390-1400 Park Street)
PARCEL ID: 158-403-077
P&Z-COMM-2022-0685

ZONE: CX-2, Commercial Industrial Mix District, with the Transit-Oriented Development Overlay
Parkville National Historic District

TYPE: Request for Special Permits and a Site Plan for Entertainment Assembly (Sec.3.3.5.K) with a Drinking Place/Bar (3.3.5.I), and an Outdoor Café associated with a Drinking Place (Sec.3.5.2.D(1)(c)) on a mixed-use property located in the CX-2 district with the Transit Oriented Development overlay per Section 1.3.4

APPLICANT: Lifecare Design, Inc c/o Natalie Sweeney

OWNER: 1390-1400 Park Street LLC (Managing member: Carlos Mouta)



Overhead View – Hartford GIS 2022

BACKGROUND INFORMATION

The applicant is requesting site plan approval for some minor changes to the parking lot and an addition and minor modification to one of the buildings. The applicant is also requesting a special permit for a drinking place, entertainment assembly, and a special permit for outdoor café associated with a drinking place. The subject property is occupied by three buildings identified as 1400 Park, 1390 Park, and 1396 Park. The building alterations are limited to building #1390 and consist of an addition and some minor façade changes. All proposed uses are within, or related to building #1390. Please see Figure 1 below depicting the referenced buildings.

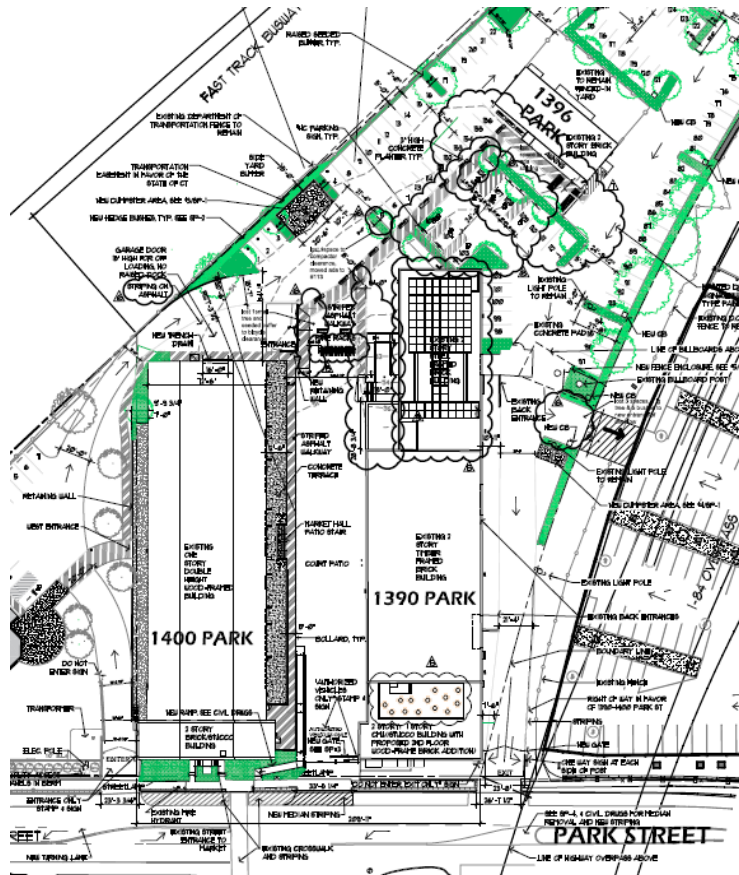


Figure 1. Building Identification – Lifecare Design 2022

A site plan was previously reviewed and approved in 2019 under P&Z-ASPREV-2018-0188. This review also included approval of the existing uses in the #1400 building on the west side of the property. Please note the 2019 approval included the following condition:

The use of building #1390 is to remain unchanged at this time; a subsequent zoning review will be necessary to review the change of use for building #1390 once a new use is communicated to the Planning Division. A new traffic study may be necessary to re-evaluate conditions.

The proposed façade changes, new addition and the rooftop patio were previously reviewed and approved by the Hartford Historic Preservation Commission on December 15, 2022 (P&Z-COMM-2021-0547).

Five variances were previously approved on the subject property:

- Section 4.3.2(A)(2) Downtown Storefront- Front Lot Line Coverage: Required in the DT-3 district is 85%, the applicant has 75% with the two buildings combined, applicant is asking for 10% relief.
- Section 4.3.2(A)(6) Downtown Storefront- Side Setback Requirement in the district is 7.5 feet, applicant is asking for 7.5 feet of relief.
- Section 4.3.2(B)(12) Downtown Storefront- Min overall Height is 2 stories and 40 feet, applicant is asking for 14 feet
- Section 4.4.2(C)(16) Downtown General Building- Ground Story Use is limited to No more than 25% for retail and service, applicant is asking for more than 25%
- Section 4.4.2(C)(17) Downtown General Building- Upper Story Use can be any use permitted in district except retail and service, applicant is asking for XXX% [sic] of retail and service use on the upper story.

Relevant recent applications and approvals at the same property include:

- A special permit application was approved for an adult use cannabis retailer in building #1396 (COMM-2022-0634) was approved on July 26, 2022.
 - It should be noted this application was approved with a condition of approval requiring certain site modifications including some pedestrian safety improvements. Those modifications are not proposed as part of this application.
- There is a pending application for site plan and special permit for a craftsman industrial use (brewery) and outdoor café associated with a drinking place on the neighboring, commonly owned, parcel - 1420 Park Street (P&Z-COMM-2022-0624). This application is proposing to use the same curb-cut, parking area and pedestrian circulation system.

KEY APPLICATION TIMELINES

- Application Submission Date: September 5, 2022
- Date Application Accepted as Complete: September 5, 2022
- Application Date of Receipt: September 13, 2022 (sooner of either: date of next regularly scheduled meeting, or 35 days after acceptance of complete application)
- Public Hearing is scheduled to open on Tuesday, September 27, 2022; Open Hearing Deadline: November 17, 2022.
- Close Hearing Deadline (if opens September 27, 2022): (35 days after opening) Tuesday, November 1, 2022
- CT General Statutes Sec.8-7D allow that the applicant may consent to one or more extensions of time, provided the total extension of all time periods shall not be for longer than 65 days.

LEGAL STANDARD

Standard for Application Type:

The Commission reviews site plans in accordance with Zoning Regulations section 1.3.3. Site plans may be modified, conditioned, or denied only if they fail to satisfy the zoning regulations, inland wetland regulations, or subdivision regulations. The Commission may deviate from the minimum requirements for building siting, height, street facades, accessory structures dimensions, tree installation, landscape installation, buffers, fencing, lighting, parking, signage, and street design by up to 15% upon certain findings.

The Commission reviews special permits in accordance with Zoning Regulations section 1.3.4. Special permits may be approved, approved with conditions, or denied. Considerations the Commission may weigh in special permit review include: harmony with the plan of conservation & development; compliance with the purposes of the district; effect on existing development; creation of safety hazards in vehicular and pedestrian circulation; effects on traffic; compatibility with adjacent properties; suitability of arrangement of buildings, open space, and provision of light and air; impact on essential services; impact on stormwater runoff; impact on city services and infrastructure; tree and landscape provision; and pedestrian amenities. The Commission may deviate from the minimum requirements for building siting, height, street facades, accessory structures dimensions, tree installation, landscape installation, buffers, fencing, lighting, parking, signage, and street design by up to 15% upon certain findings.

STANDARD SPECIFIC TO THE USE

Section 3.3.5.I Drinking Places

(3) Outdoor Café. The sale of alcoholic beverages and food shall be permitted to be extended beyond the building line for outdoor cafes permitted in accordance with the requirements in 3.5.2 D. Outdoor Cafe.

(5) Approval of Drinking & Entertainment Assembly Places. Establishments that combine the sale of alcoholic beverages with Entertainment Assembly uses (refer to 3.3.5.K) require a separate special permit (per 1.3.4 Special Permits). This includes facilities for banquets, parties, events, dancing, and other entertainment. This use is subject to the following conditions:

- (a) These establishments are limited to the locations where Entertainment Assembly uses are permitted per 3.3.5 K. and Figure 3.2 -A Table of Principal Uses.
- (b) Food is required to be served.
- (c) Applicants must submit:
 - (i) Menu
 - (ii) Security plan
 - (iii) Parking management plan, except in the DT-1 zoning district
 - (iv) Floor plans(s)
 - (v) Noise mitigation plan
 - (vi) The commission may also require any additional information pertaining to the application that it deems necessary to aid in its decision.

Section 3.3.5.K Entertainment Assembly. A facility, other than an assembly (per 3.3.2 A), a stadium/arena (per 3.3.2 G.) or adult entertainment (per 3.3.6 Adult Establishments), for holding events, indoors or outdoors, to which members of the public are invited with or without charge. Events may include theatrical performances; live music performances; dances, balls; shows or exhibitions; or live wrestling, boxing/sparring matches, or other sporting events.

Includes such uses as auditoriums, event rental halls, civic centers, convention centers, and performing arts facilities.

Beer, wine, and liquor beverages may or may not be permitted per 3.3.5 I. Drinking Places and Figure 3.2 -A Table of Principal Uses.

Section 3.5.2.D Outdoor Café. Tables and chairs for patrons of any use where food and beverages are served located outdoors. When noted as subject to conditions ("●") or requires a special permit ("○") in Figure 3.2 -A Table of Principal Uses, the following regulations apply:

Section 5.3 Transit Oriented Development (TOD) Overlay

C. Buildings. Permitted buildings shall include the following:

- (1) Downtown Storefront Building Type.
- (2) Downtown General Building Type.
- (3) Apartment Building Type.
- (4) Row Building Type.
- (5) Workshop/Warehouse Building Type. Workshop/Warehouse Buildings shall be permitted, in accordance with the requirements in the underlying zoning district.

D. Uses. The uses shall be any of the uses allowed in the DT districts, but not uses allowed in the underlying zoning district which are not also allowed in the DT districts. Such uses are either permitted, permitted with conditions, or special permitted, in the same manner as in the DT districts.

Plan of Conservation & Development (POCD)

Grow400: Make Hartford's economy more prosperous

- **Build the transformative projects: Parkville Arts & Innovation District.** Let's build on Parkville's manufacturing roots and recent emergence as a hub for makers and creators, and build a distinctive transit-oriented destination that will be known for arts and innovation.

Play400: Make Hartford's culture more vibrant

- **Tourism:** Hartford has architecture, history, parks, arts, culture, sports, and museums that would be the envy of any similarly-sized city. Creating a coherent tourism strategy that highlights our diverse assets will draw people, drive investment, create service jobs, and foster a love of our great city.
- **Recast Parkville as an arts and innovation hub.** Building on organic development in Bartholomew Avenue to return the area to its creative and manufacturing roots will attract artists and others.
- **Become the state's live music capital.** Creating a walkable network of venues will support local businesses, create opportunities for musicians, and make Hartford an attractive destination.
- **Expand outdoor dining:** Encouraging cafes and restaurants to provide outdoor seating areas, and relaxing permitting, will enliven our sidewalks and public realm.

FINDING OF FACTS

Subject property and context:

- The lot is zoned CX-2 with the TOD Overlay and is located in the Parkville National Historic District. It is a 3-acre lot bounded by I-84 to the east, railroad tracks to the northwest, and Park Street to the south.
- The subject lot is occupied by three buildings and surface parking. A site plan for the Parkville Market was approved administratively in 2019 and amended in 2020 (P&Z-ASPREV-2018-0188). The approved site plan lists the primary use as General Retail (Public Market).
- Neighboring properties are described below:
 - Parcels to the east include Pope Commons shopping plaza and Pope Park. These parcels are separated from the subject property by I-84.
 - Parcels to the north include 56 Arbor and 30 Arbor Street, which are home to a mix of uses such as Real Artways as well as studios and offices. These parcels are separated from the subject property by railroad tracks.
 - Parcels to the south include a mix of uses, such as apartments, offices, storage uses, and a few eating, drinking, and service establishments.
 - The abutting parcel to the west, 1420 Park Street, is commonly owned. A site plan and special permit application for the relocation of Hog River Brewing Co. to this building is currently pending. Beyond this parcel and the railroad tracks to the west there are a mix of residential uses.
- The site is within a 1/2-mile from the CTfastrak Parkville station and is located in the Parkville Arts & Innovation District, one of the POCD’s transformative project areas. This area is envisioned to become a transit-oriented destination, known for innovation, arts, and creativity. According to the Parkville Innovation Hub’s website, “creative enterprises and destinations such as the Parkville Market, Real Artways and Hog River Brewing have [recently] revitalized the community and created opportunities for continued growth.”

The proposed **site plan** modifies the approved layout (P&Z-ASPREV-2018-0188) as follows:

- Removal of ~25’ of landscape buffer along the east property line to accommodate a new connection to spillover parking under the interstate.
- Removal of 1 parking space and relocation of 1 parking space to allow for additional clearance around the trash compactor.
- Removal of a landscape island near the northeast corner of the building #1400.
- Removal of one tree at the northwest corner of the building #1400.
- Relocation of the bike rack ~75’ to the southwest. The new location is closer to the primary entrance and adjacent to the outdoor eating area between building #1390 and #1400.
- Establishment of the following uses in building #1390:
 - Craftsman industrial;
 - Public Market;
 - Drinking Place with Entertainment Assembly and Outdoor café
- The proposed addition will occupy space previously used as a loading dock at the northwest corner of building #1390. The addition will measure ~29’ by ~20’ and house an elevator and stairwell providing access and egress to the uses on the upper stories. See Figure 2 below for a depiction of the addition.

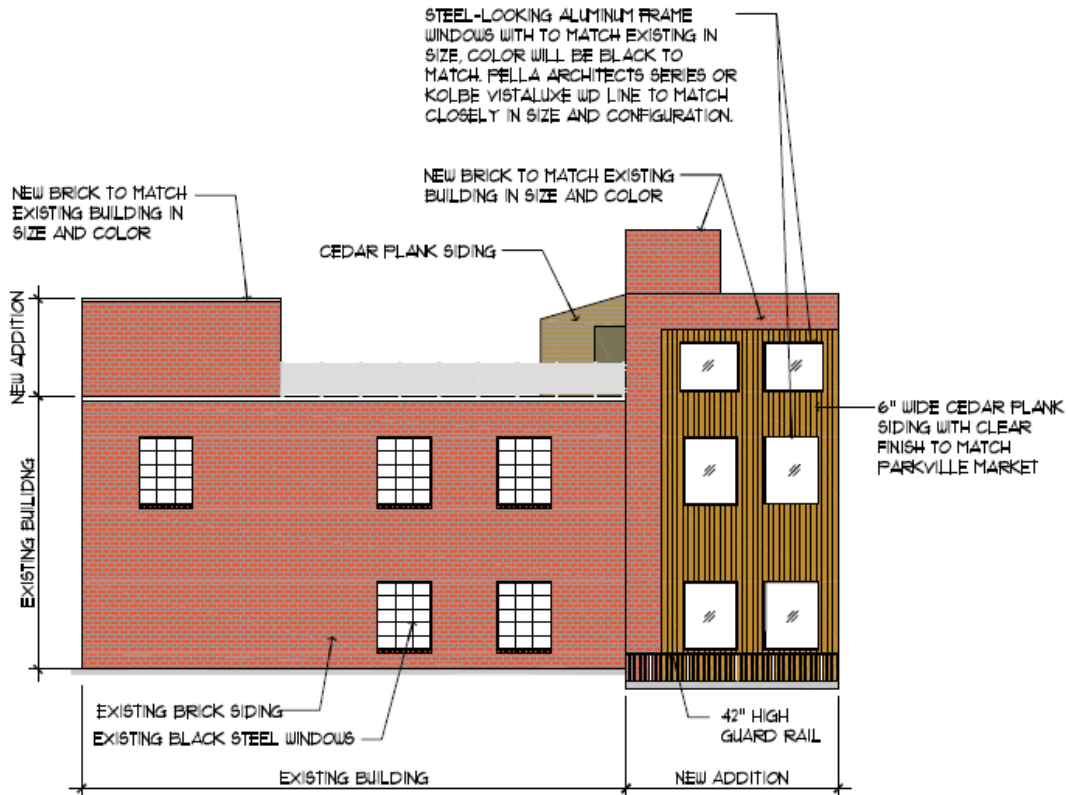


Figure 2. North façade of the existing building w/ proposed addition – Lifecare Design 2022

Hours of Operation – All proposed uses will operate only within the hours of operation for the general market.

- Monday: 11AM - 8PM
- Tuesday :11AM - 10PM
- Wednesday: 11AM - 11PM
- Thursday: 11AM - 11PM
- Friday: 11AM - 12AM
- Saturday: 11AM - 12AM
- Sunday: 11AM - 8PM

All proposed and existing uses are shown on Sheet A-1 and A-2 of the 8-page plan set, dated November 12, 2021, by Lifecare Design, LLC. Please see Figure 3 below for an excerpt of Sheet A-1 showing the proposed uses and their location within the 1390 building. The floor plan is also attached as Attachment 2.

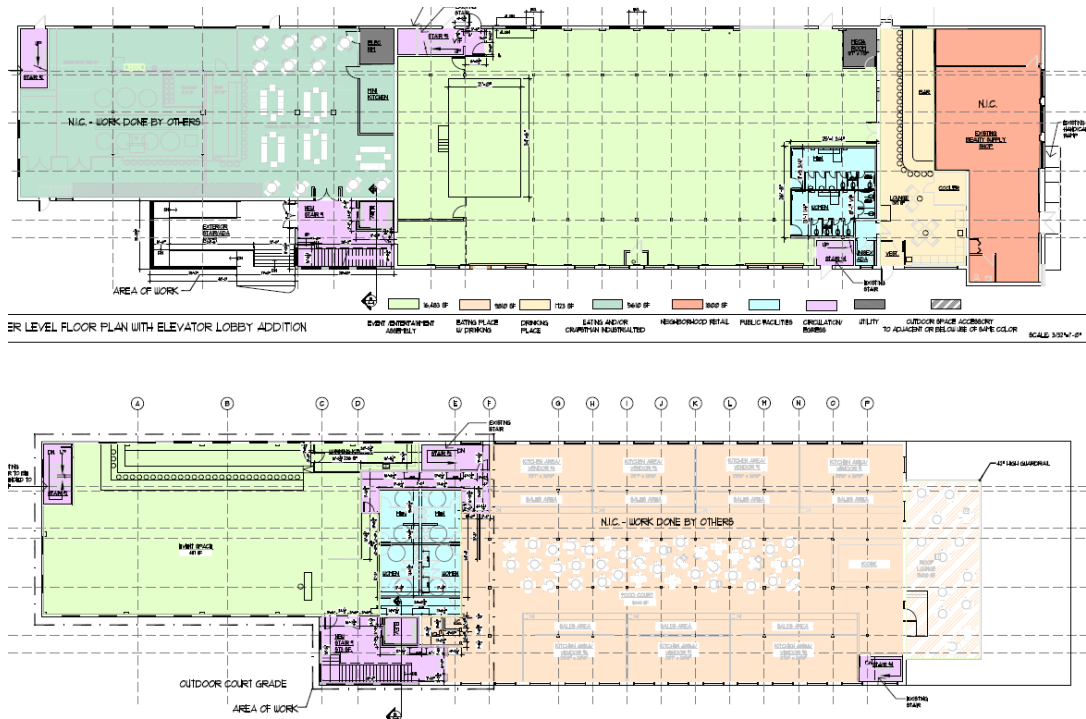


Figure 3. Proposed and existing uses layout – Lifecare Design 2022

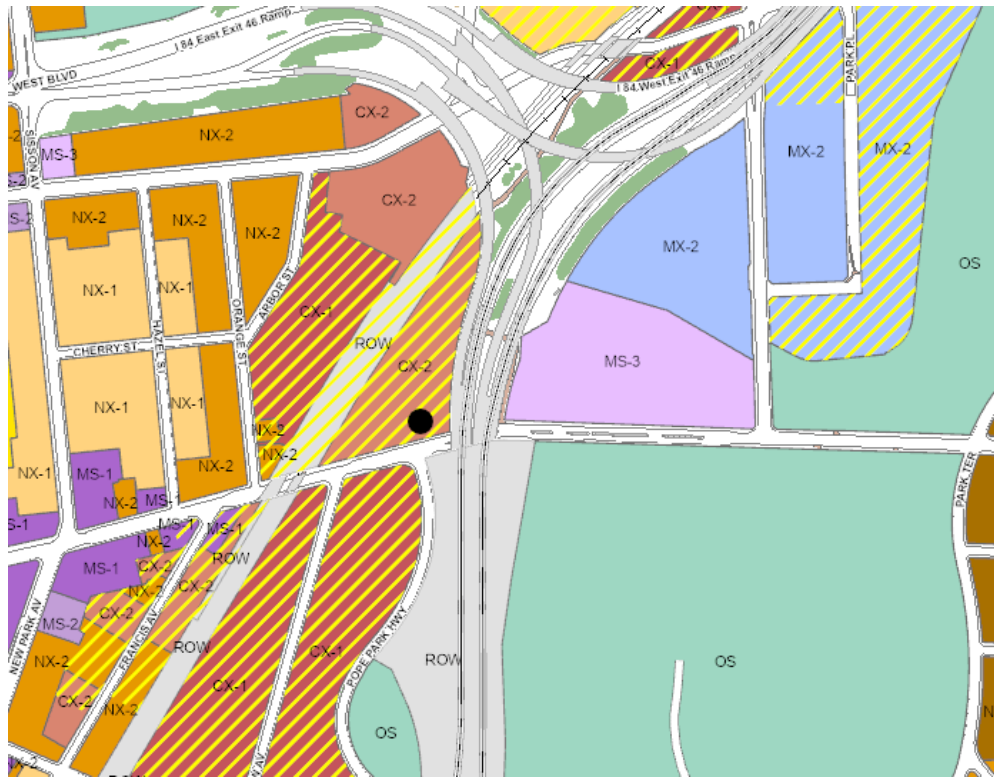


Figure 4. Zoning map of the subject property and surrounding uses - Hartford GIS 2022

COMMENTS RECEIVED (DEPARTMENTS, AGENCIES, NRZs, PUBLIC)

The Parkville NRZ issued a letter dated August 2, 2022 in support of the subject application.

The City Forester reviewed the tree list and landscape plan and responded with one comment. The forester requested that the applicant pick a different variety of large tree from the approved tree list in place of selected Red Maple.

ANALYSIS

The existing building at 1390 Park Street does not meet the requirements of any of the buildings permitted in the TOD overlay. However, the glazing and transparency at the front of the building combined with the suite of uses, retail, eating place etc, suggests that the most appropriate building classification is nonconforming Downtown Storefront. The Downtown Storefront building in the TOD overlay permits eating places, eating places with accessory drinking place, general retail, outdoor cafes and craftsman industrial uses by right. Entertainment assembly with a drinking place, and outdoor cafes associated with drinking places are permitted, but with a special permit.

Special Permit

Special permits for Entertainment Assembly are regulated by Section 3.3.5.K. Sec.3.3.5.K does not contain additional standards, other than direction to Section 3.3.5.I if beer/wine/liquor is also proposed to be served. Section 3.3.5.I requires that all drinking & entertainment assembly places serve food and provide certain plans. The applicant has provided a narrative describing how each of the requirements are met (see Attachment 1). In brief, the applicant has provided the following explanations:

Menu: The applicant confirmed that food will be served but not off of a fixed menu. All food items will either be provided from one of the onsite vendors or catered from off-site.

Security Plan: The applicant confirmed that the established phase 1 of Parkville already has staff and security on site during all hours of operation. The proposed uses will operate during these same hours and benefit from the same security staff.

Parking Management Plan: The applicant has provided an updated site plan showing ample parking and the existing Parkville market has already contracted for use of parking areas under the interstate to the east. Staff finds the provided parking sufficient.

Floor Plans: Floor plans were provided by the applicant. See Figure 3 above.

Noise Mitigation Plan: The applicant expressed that noise mitigation measures for the building were being investigated but did not confirm specific conditions. Staff find this explanation to be sufficient given that the location of the use towards the center of the Parkville Market campus and buffered by the highway and railroad to the east and north otherwise mitigates potential impact.

Staff find that the proposed size and location of the outdoor cafe will not create negative impacts to the public right-of-way or nuisance impacts related to noise or odor on neighboring developments.

Section 1.3.4 requires that a special permit application show that the request: is in harmony with the Plan of Conservation & Development (POCD); that the proposed development does not create safety hazards in the proposed vehicular and pedestrian circulation pattern; will not seriously degrade traffic levels of service without providing adequate mitigation measures; and provide pedestrian amenities.

The proposed uses are found to be consistent with the POCD. The POCD includes specific language regarding increasing the number of performance venues (Play400 - Become the state's live music capital) and the availability of outdoor dining (Play400 – Expand outdoor dining). The proposed development directly accomplishes these goals. Further, the creation, and in this case expansion of, such a destination retail experience may accomplish the POCD's other goals of increasing tourism (Play400 – Tourism) and revitalization of the Parkville neighborhood as a “distinctive transit-oriented destination that will be known for arts and innovation” (Grow400 – Build the transformative projects: Parkville Arts & Innovation District). The subject property is within the designated transformative project area, and the inclusion of entertainment assembly and a craftsman industrial use are consistent with the arts-oriented vision for the area.

The applicant has provided a traffic study examining the impacts of the additional trips generated by the proposed uses within the #1390 building and the previously approved adult use cannabis retailer use in the #1396 building. The study found that existing pedestrian facilities will accommodate the additional flow of pedestrian both from nearby transit hubs such as the CTfastrak station and bus stops along Park Street, and from off-site parking facilities. In terms of vehicle facilities, the new development will generate an additional 295 weekday evening peak hour vehicle trips and 335 Saturday mid-day peak hour vehicle trips. These additional trips are projected to have relatively little impact on the level of service of surrounding intersections with two exceptions: the intersection of Park St and the eastern driveway of Parkville Market will go from LOS D to LOS F during the mid-week peak hour; and, the southbound approach to the intersection of Park Street and Orange Street where the LOS will decrease from D to E during mid-week pm peak hour. During the Saturday peak hour all approaches and movements are expected to operate at LOS D or better. BETA Engineering, the author of the study found that the study area roadway network could generally accommodate the increases in roadway users of all types, vehicular, bicycle or pedestrian.

BETA Engineering made one recommendation in response to the projected roadway conditions as seen below. The report also states that the applicant has committed to coordinating with the City and CTfastrak to install additional wayfinding signs at or near the CTfastrak station direction pedestrians towards the Parkville Market. The applicant also confirmed that wayfinding signage and information about local bus services will be provided on-site at the Parkville Market.

“It is understood that the City is undertaking a streetscape project to Bartholomew Avenue. It is recommended that the City re-evaluate the existing pedestrian crosswalk signage as part of the Streetscape Project to ensure adequate warning to motorists, particularly given the two bridge underpasses, which obscure natural light and reduce visibility.”

The City of Hartford Department of Public Works reviewed the traffic study and provided their approval on September 20, 2022. Staff accept the study as confirmation that the proposed development will not create safety hazards in the right-of-way and otherwise meets the requirements of Section 1.3.4.

Site Plan

The proposed changes are generally minor and do not have significant effects on the previously approved conditions including stormwater, impervious surface, building coverage, or general site circulation. The changes include the removal of 3 trees, including one large shade tree required as part of a necessary appurtenance (dumpster, see Sec.6.12.2). The trees should be replaced on the

site and the final location and species should be approved by the City Forester. The large shade tree required as part of the dumpster landscaping should be replaced so that the requirements of Sec.6.12 are met.

The new location of the bike rack is closer to the primary entrance to the building but does not include adequate protection from vehicles such as grade separation or physical barriers. Distance separation is potentially accepted as protection per the Regulations. The bike racks are proposed to be protected from vehicles with raised planters. The proposed bike rack design appears to be an inverted-U design. This design meets the requirements of Sec.7.3.3 of the Regulations.

At a site visit in June of 2022, it was determined that the landscaping required as part of the previous site plan was not fully constructed. The landscape islands in the rear of the parking area do not contain the required deciduous trees. Per the previous plan approved in 2019, the landscape islands visible in Figure 3 below should show a minimum 6 large shade trees and 5 medium shade trees. As of the site visit on June 9, 2022, no trees have been planted. Staff recommend including a condition of approval that all plantings from the 2019 approval be installed prior to the issuance of any new building permits.



Summary

The current request includes site modifications, a relatively small building addition, and a suite of new uses, some of which require special permits. The proposed site modifications meet the requirements of the Zoning Regulations, however, all required plantings from previous site plans should be installed prior to moving on to this phase of construction. The proposed uses are consistent with the POCD and would be a positive addition to the Parkville Innovation District and the zoning district.

STAFF RECOMMENDATION

Staff recommend approval of this application with the following condition:

1. All trees removed as part of the current request shall be replaced on-site or payment made into the tree fund and all landscaping required of previous approvals shall be installed prior to the issuance of Certificate of Occupancy.
2. All plantings from the 2019 approval be installed prior to the issuance of any new building permits.

A draft resolution follows.

ATTACHMENTS

1. Applicant Narrative dated July 29, 2022
2. Floor Plan dated November 30, 2021
3. Traffic Study dated September 9, 2022
4. Site Plan last revised August 15, 2022

REVIEWED AND EDITED BY,

Aimee Chambers, Director



**CITY OF HARTFORD
PLANNING & ZONING COMMISSION RESOLUTION
1390-1400 PARK STREET
SPECIAL PERMITS AND SITE PLAN FOR ENTERTAINMENT ASSEMBLY WITH
DRINKING PLACE & OUTDOOR CAFE**

- Whereas,** The City of Hartford Planning & Zoning Commission reviewed the application and attached documents regarding the request for Special Permits and a Site Plan for Entertainment Assembly (Sec.3.3.5.K) with a Drinking Place/Bar (3.3.5.I), and an Outdoor Café associated with a Drinking Place (Sec.3.5.2.D(1)(c)); and
- Whereas,** The subject property is located in the CX-2 district with the Transit Oriented Development overlay; and
- Whereas,** The building is identified as #1390 on the Parkville Market campus which includes buildings #1396 and #1400; and
- Whereas,** The #1390 building is classified as a nonconforming downtown storefront building; and
- Whereas,** The applicant has proposed two areas to be used as outdoor cafes associated with the drinking place use, the area between the #1390 and #1400 buildings currently used as an outdoor café associated with an eating place and the roof of the rear of the building; and
- Whereas,** The downtown storefront building in the TOD overlay permits the proposed eating places, eating places with accessory drinking place, general retail, outdoor cafes and craftsman industrial use by right; and
- Whereas,** The proposed entertainment assembly and outdoor cafes are directly in support of the POCD’s Play400 - Become the state’s live music capital; and Play400 – Expand outdoor dining goals; and
- Whereas,** The applicant has proposed to mitigate noise pollution by working with a sound engineer on improvements to the inside of the building; and
- Whereas,** Potential noise pollution is naturally mitigated by the subject property’s location adjacent

to the interstate on the east and train tracks to the north and west; and

Whereas, The proposed site modifications are generally minor and do not have significant effects on the previously approved conditions including stormwater, impervious surface, building coverage, or general site circulation; and

Whereas, The bike rack design was approved as part of the previous site plan package and existing racks may remain, however, all replacement bike racks should be of the Inverted-U design or otherwise in compliance with Sec.7.3.3; and

Whereas, The plan includes the removal of ~3 trees including the modification of landscaping around a dumpster; and

Now therefore Be It

Resolved, The City of Hartford Planning & Zoning Commission hereby **denies/approves** the request for Special Permits and a Site Plan for Entertainment Assembly (Sec.3.3.5.K) with a Drinking Place/Bar (3.3.5.I), and an Outdoor Café associated with a Drinking Place (Sec.3.5.2.D(1)(c)) subject to the following conditions of approval:

1. All trees removed as part of the current request shall be replaced on-site or payment made into the tree fund and all landscaping required of previous approvals shall be installed prior to the issuance of Certificate of Occupancy.
2. All plantings from the 2019 approval be installed prior to the issuance of any new building permits.

Be It Further,

Resolved, This 27th day of September, 2022.

Parkville Market Campus

1390-1420 Park Street, Hartford CT 06106

Special Permit Submission

July, 29th 2022



LIFECARE DESIGN INC.

1429 Park St. Ste 201
Hartford, CT 06106

The Parkville Market Campus is now entering its second phase of construction with minor changes to the original vision of uses (listed on the attached traffic study). A brewery is still being offered at the 1420 Park building and the Market will still be expanded with food vendors and extra dining in the middle portion of 1390 Park. Vendors will be on the upper level with a small amount of seating and the lower level will have a large dining hall with accessory bar. This dining hall will primarily accommodate the outdoor seating for when it gets cold or rains and will also be rented out to private parties or functions. The room on the north end, upper level and labeled winery in the traffic study, will be a rentable event space with roof lounge. The roof lounge will only be in service with the event, it will not function on its own. The lower level room is TBD, originally thought of as part of the Market with games to support the dining hall, it now will be used for storage until we see what would fit well with the other uses, most likely an eating venue or craftsman industrial. See Drawing A-1 and A-2.

'Food is required to be served. – Please confirm how food will be provided at all times either through a menu or confirmation that the food vendors in the market will be open and accessible to patrons of the entertainment venue.'

Menu

Food will be served at all times within the space either through a catering partner with a catering food license or through the restaurant Operators within the Market. The menu will depend on the event format, but the menus within the Market cover a wide range of appetizers, full meals and desserts, including; tacos, pizza, sandwiches, pasta, ice cream, etc. Our catering partners offer a full gamut of dining options from passed appetizer to full sit down meals.

Security plan

In our current operations, Parkville Market has security on the property every day from at least 4PM to close and the property has overnight security every night. For special events and large entertainment gatherings, we bring on additional security to support, including team members assigned to managing parking, access to the property and support with safe alcohol service and will use the same consideration in staffing private events and entertainment events at the venue, where needed. We have over 50 cameras on the property, with more being added as part of this phase.

Noise mitigation plan

Parkville Market is working with a sound engineer to install the proper acoustic and sound absorption equipment within the space.

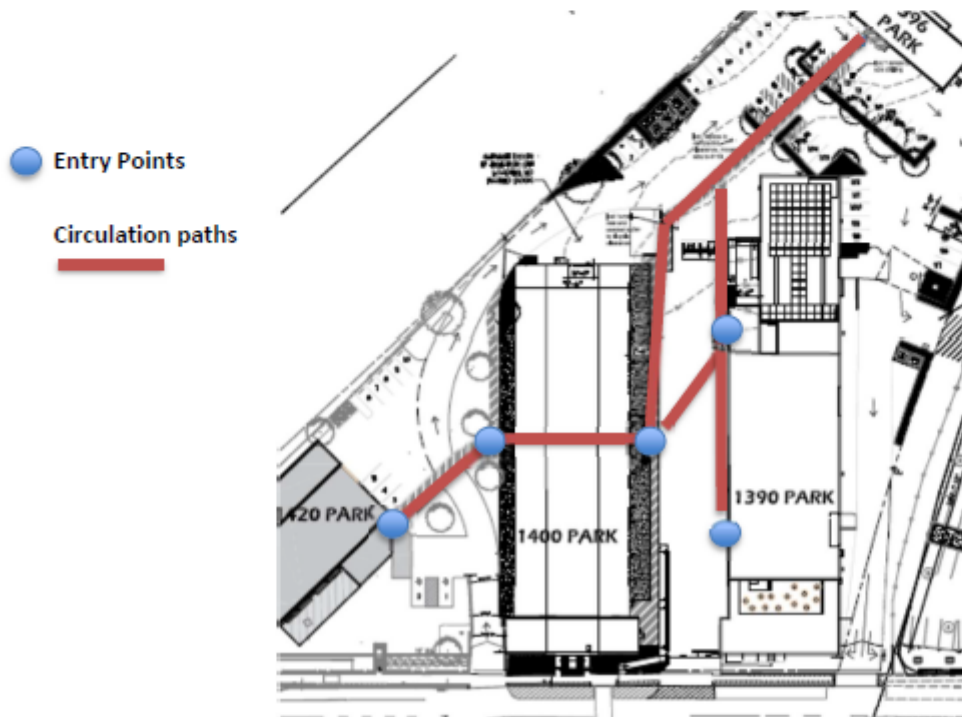
'Per Sec.1.3.4.D(2) – Special Permits shall show that they: Do not create safety hazards in the proposed vehicular and pedestrian circulation pattern; Will not seriously degrade traffic levels of service without

providing adequate mitigation measures; and provide pedestrian amenities. Please provide a transportation management analysis that determines necessary mitigations to the pedestrian, bicycle and vehicular systems on Park St and the connections to the nearby transit station. This study should include all currently proposed uses on the entire property. This may not need to be a full traffic study because the property is located in the Transit Oriented Development overlay and the focus should be on pedestrian, bicycle and transit modes, but at the least it should be an analysis by a professional that determines necessary improvements to the existing infrastructure to ensure safe conditions in light of the additional flow.

Please discuss the impact of this increase in users on the site and on the pedestrian streetscape and the connection to the nearby transit station'.

Transportation management analysis

A Traffic Study was created by Beta Engineering for the whole occupied campus when the designed phase was started and incorporated the increase in traffic flow (see attached) that not only considered vehicles, but pedestrian, pedestrian for mass transit and from bikes. Park street has sidewalks and crosswalks to the main entrance of the campus which is the ramp located on the east side of the central building. One entrance from the street provide additional security since the entry lands in the central patio and entry/exit drives are too narrow to allow a pedestrian path. The west side of the frontage also has a steep berm/slope to navigate. Once up the ramp and in the campus, circulation from one building to the next happens through an east west direction where the central building has aligned entrance/exit doors midway through the long building on the east and west facades. A pedestrian striped path will take patrons to the Brewery at 1420 Park or they can cross the outdoor patio to the 1390 building and enter at its central entrance on the west side of this building. Striped walkways extend down from the parking where the accessible parking stalls are located to funnel people on a safe path and away from vehicular circulation. Bicycle stalls are positioned close to the central patio so they avoid the parking area altogether.



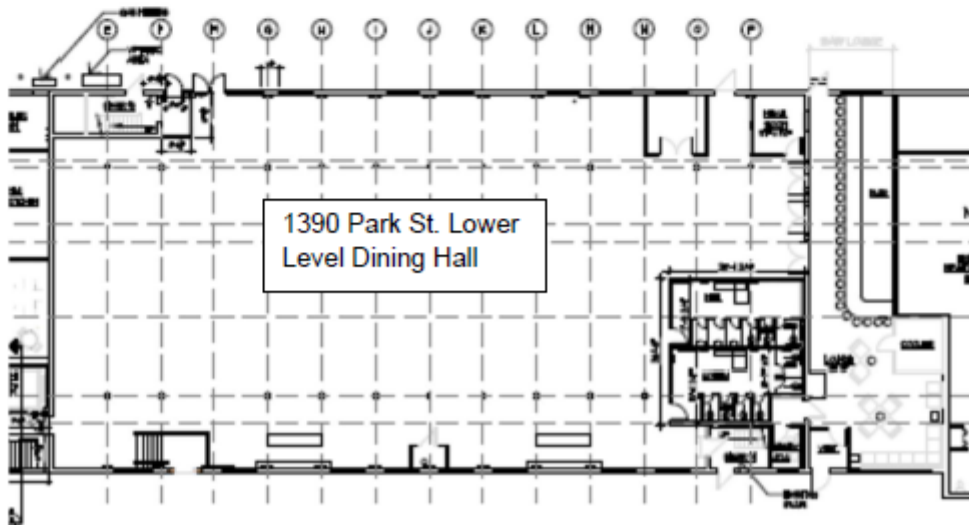
Please confirm hours of operation of the Entertainment Assembly and Drinking Place use.

This space will primarily be in operation for the following:

- During private events, scheduled through our events team in accordance with our current property hours of operation (listed below)
- Additional seating for market patrons during colder months when our patio is closed. The Operating hours in this use case will likely be on Friday evenings, Saturdays and Sundays, when our traffic is highest.
- Entertainment events scheduled by our Events team, within the current Market operating hours.
- Current Market Operating Hours:
 - Monday: 11AM - 8PM
 - Tuesday :11AM - 10PM
 - Wednesday: 11AM - 11PM
 - Thursday: 11AM - 11PM
 - Friday: 11AM - 12AM
 - Saturday: 11AM - 12AM
 - Sunday: 11AM - 8PM

The small outdoor dining area above the first floor of 1390 will be only used for the adjacent food vendors during Market Operating hours. The Roof Top Lounge on the north end will be used only when the room below is rented for events and will close when the event is over.

The lower level dining hall, see below, will be the first part of this expansion before the circulation tower construction starts and leads way to the upper level projects. This room will keep the existing stair, maintain ADA entrance through the bar and have additional bathrooms built. A stage will be built later, sized for what the market can sustain. Currently, the hall will start with a temporary platform for ambient music as part of the dining hall experience.



PKV, LLC

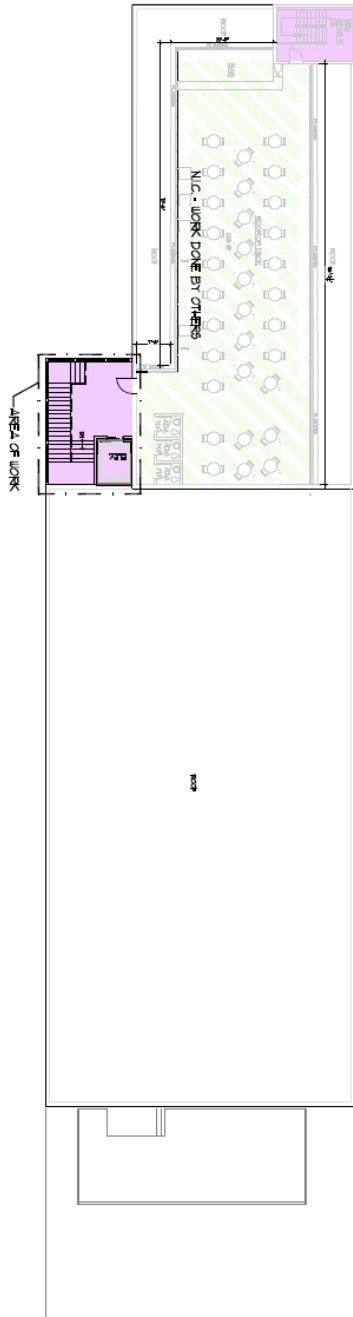
2807 PARK ST
HARTFORD, CT 06106

1390 PARK ST
BUILDING
ALTERATIONS
1390 PARK ST
HARTFORD, CT 06106

LIFECARE DESIGN INC.

1429 PARK ST, SUITE 201
HARTFORD, CT 06106

ARCHITECT • INTERIOR DESIGN • EPC • MEP



ROOFTOP FLOOR PLAN WITH ELEVATOR LOBBY ADDITION

SCALE 1/8"=1'-0"



DATE	DESCRIPTION

ROOFTOP FLOOR PLAN

NO.	DATE	REVISION
1	11/05/2021	INITIAL DESIGN

A-2

THIS DOCUMENT SHALL NOT BE REPRODUCED, COPIED, OR DISTRIBUTED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT. ANY REPRODUCTION OR DISTRIBUTION OF THIS DOCUMENT WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT IS STRICTLY PROHIBITED. THE ARCHITECT'S LIABILITY IS LIMITED TO THE DESIGN SERVICES PROVIDED HEREIN AND DOES NOT INCLUDE ANY OTHER SERVICES OR WORK NOT SHOWN OR SPECIFIED HEREIN. THE ARCHITECT SHALL BE HELD HARMLESS FROM THE RISK AND LIABILITY OF INDEMNIFICATION FOR PERSONAL INJURY, PROPERTY DAMAGE, OR ECONOMIC LOSS.

Attachment 3 – Traffic Study dated September 9, 2022



September 9, 2022

Mr. Carlos Mouta
1390-1400 Park Street, LLC
30 Arbor Suite 106
Hartford, CT 06106

Re: Parkville Market Traffic Impact Study – Phase 2

Dear Mr. Mouta:

BETA Group, Inc. (BETA) has prepared this Traffic Impact Assessment to evaluate the potential impacts on the local transportation network associated with the second phase (Phase 2) of redevelopment at 1390 – 1400 Park Street in Hartford, Connecticut, doing business as the Parkville Market (the Market).

PROJECT BACKGROUND

An assessment of the Phase 1 portion was documented in a July 31, 2018, letter (*Parkville Market Traffic Impact Study*) to the City of Hartford. This included the redevelopment of the former Bishop Ladder Company Site to the now existing Parkville Market, which opened on May 20, 2020. The Phase 1 Assessment evaluated impacts associated with approximately 20,000 square feet of mixed-use retail space for food kiosks, retail kiosks, a brewery, and a winery. The existing Market serves several food and retail kiosks. The proposed winery space was not filled. The Assessment defined a 10,000 square foot beer brewery that has yet to be filled but is now anticipated to be completed under Phase 2.

BETA assessed the projected trip generation for the Phase 2 building program in a letter (*Parkville Market Special Permit Submission*) dated August 5, 2022. This included 13,351 square feet of event space, 9,444 square feet of market space dedicated to food kiosks, 4,822 square feet of space in the lower level for an eatery, and 5,000 square feet of space (formerly planned for a winery) converted to an event space with a roof lounge available for rent. The assessment also included a 4,400 square foot cannabis dispensary to be opened at 1396 Park Street, a small building behind the two market buildings accessible by a shared driveway and parking area.

The following letter summarizes an evaluation of existing conditions and future conditions assuming the opening of the Phase 2 land uses.

EXISTING CONDITIONS

Site Conditions

The existing Site is located on the north side of Park Street bound by Park Street to the south, Interstate 84 on the east, and a railroad corridor/CTFastrak Busway on the west. The Site provides four existing buildings functioning as the existing Parkville Market. The Site is generally intended to remain unchanged from that assessed in Phase 1 of the Project, apart from internal renovations to existing buildings to accommodate changes in use. Additional bike racks will be provided, as illustrated on the project site plans, as proposed uses are developed. Pedestrians, bicyclists, and bike racks will be further protected from vehicles by additional planters throughout the site. On-Site parking for all four buildings is largely provided in the northern half of the Site. Overflow parking is provided in the abutting Pope Commons

BETA GROUP, INC.
1010 Wethersfield Avenue, Suite 305, Hartford, CT 06114
P: 860.513.1503 | F: 860.513.1582 | W: www.BETA-Inc.com

retail plaza, also owned by the Applicant. Following the opening of Phase 1, the Applicant has entered an agreement with the State DOT to lease space underneath the Interstate 84 bridges as additional parking for the Market Site. The Applicant owns an additional property with at 1477 Park Street which could be considered for additional overflow parking, although it is not anticipated to be needed. Site circulation follows a clockwise pattern with vehicles entering the Western Driveway and exiting the Eastern Driveway. The Eastern Site driveway is located within an area owned by the State DOT but is operated as an easement for Market access. The Center Driveway is regularly gated to accommodate outdoor dining but can be utilized for off-peak loading and delivery vehicles when required. A separate gated entrance is provided adjacent to the Center Driveway to accommodate pedestrian access.

Intersection Geometry/Traffic Control

The Assessment included an evaluation of the two primary site driveways and seven intersections along Park Street to the west and east of the Site.

Park Street is an urban minor arterial serving east-west travel generally providing one vehicular travel lane in each direction with auxiliary left turn lanes at intersections and on-street parking along both sides of the roadway. Sidewalk (cement concrete and brick) is generally provided on both sides of the roadway. Sidewalk is widened near intersections to create bumpouts or curb extensions. These define parking or bus pull-off areas, as well as narrow the pedestrian crossing distances across Park Street. Shared Lane Markings (Sharrows) are provided along both sides of Park Street throughout the study area.

1. Park Street at Hazel Street

Hazel Street intersects Park Street from the north to form a three-legged unsignalized intersection approximately 100 feet west of Francis Avenue. Park Street provides one free flowing general purpose travel lane in each direction with a ± 100 -foot long eastbound left turn lane. On-street parking is accommodated on both sides of the roadway west of Hazel Street and is prohibited east of Hazel Street due to curb extensions. Hazel Street provides travel in both directions with no roadway striping. At the intersection with Park Street, Hazel Street is controlled by a STOP sign and stop line. Bituminous sidewalk is provided along both sides of Hazel Street. A driveway apron (curb cut) is provided on the southern side of Park Street opposite Hazel Street which appears to have formerly served a paved parking area. This drive access is currently gated, prohibiting vehicle travel. Crosswalks are provided across Hazel Street at the intersection and Park Street approximately 100 feet east at Francis Avenue.

2. Park Street at Francis Avenue

Francis Avenue intersects Park Street from the south to form a skewed three-legged signalized intersection approximately 100 feet east of Hazel Street and 175 feet west of Orange Street. Park Street provides one general purpose eastbound lane, one general purpose westbound lane, and one very short (30 feet) westbound left turn pocket. The westbound Stop Line is located approximately 60 feet from Francis Avenue requiring long acceleration and clearance times. Francis Street provides one general purpose lane in each direction divided by double yellow center line for approximately 100 feet before striping ends. Bus pull-offs are provided on both sides of Park Street between Francis Avenue and Orange Street. The southeastern corner provides a bumped out pedestrian plaza type curb extension that serves the CTfastrak Busway Parkville Station. Parking for the Station is provided off Francis Avenue. An unsignalized residential driveway apron is provided opposite Francis Avenue. Signalization is accommodated by a span wire between the southeastern and northwestern corners of the intersection and post mounted



pedestrian signal heads for crosswalks across all legs. The traffic signal phasing consists of four phases; a westbound advance left-turn, followed by eastbound/westbound traffic, an exclusive pedestrian phase (when actuated), and northbound traffic. Right Turns on Red are prohibited for northbound vehicles, likely given the long movement generated by the curb extension. Vehicle detection is accommodated by an overhead single point camera.

3. Park Street at Orange Street

Orange Street intersects Park Street from the north to form a three-legged unsignalized intersection approximately 175 feet east of Francis Avenue. Park Street provides one free flowing general purpose travel lane in each direction with a very short (± 30 feet) eastbound left turn lane. Two-way traffic is separated by a painted island east of Orange Street underneath the CTfastrak and railroad bridges. Bus pull-offs are provided on both sides of Park Street west of Orange Street. On-street parking is prohibited east of Orange Street. Orange Street provides travel and on-street parking in both directions with no roadway striping. At the intersection with Park Street, Orange Street is controlled by a STOP sign and stop line. Cement concrete sidewalk is provided along both sides of Orange Street. Crosswalks are provided across Orange Street at the intersection and Park Street approximately 175 feet west at Francis Avenue. The adjacent bridges have a height of 12'-11" as displayed on warning signage.

4. Park Street at Bartholomew Avenue

Bartholomew Avenue intersects Park Street from the south to form a skewed three-legged unsignalized intersection approximately 300 feet west of Pope Park Highway. Park Street provides one free flowing general purpose travel lane in each direction with a ± 115 -foot-long westbound left turn lane. On-street parking is generally prohibited due to curb extensions and bus stops east of the intersection. Bartholomew Avenue provides travel in both directions separated by double yellow center line. On-street parking is provided along the east side of the roadway. At the intersection with Park Street, Bartholomew Avenue is controlled by a STOP sign and stop line. Sidewalk is provided along both sides of the side street. Crosswalks are provided across Bartholomew Avenue and the eastern leg of Park Street. Crosswalk warning signage was generally found to be substandard for the Park Street crosswalk.

5. Park Street at Parkville Market Western Driveway

The Parkville Market Western Driveway intersects Park Street from the north to form an unsignalized three-legged intersection approximately 100 feet west of Pope Park Highway and 200 feet east of Bartholomew Avenue. The Driveway operates as one-way northbound, departing Park Street. Park Street operates with one general purpose free flowing travel lane in each direction with turn lanes oriented towards Bartholomew Avenue (to the west) and the Parkville Market Center Driveway (to the east). Bus pull-offs are provided on both sides of Park Street in the vicinity of this driveway.

6. Park Street at Pope Park Highway / Parkville Market Center Driveway

Pope Park Highway intersects Park Street from the south, opposite the Parkville Market Center Driveway, to form a four-legged unsignalized intersection. Park Street generally operates with one general purpose free flowing travel lane and a ± 70 -foot-long left turn bay in each direction. Pope Park Highway provides one travel lane and a 5-foot-wide shoulder in each direction separated by double yellow center line. At the intersection, Pope Park Highway is controlled with a STOP sign and stop line. The Parkville Market Center Driveway is wide enough to accommodate two-way



vehicular travel, but largely remains gated throughout the day to support unconflicted outdoor dining and pedestrian activity between the two Market Buildings. It is generally understood that the gate is opened in the morning (off-peak) period for loading and delivery vehicles. On-street parking is permitted on the northern side of the Park Street fronting the Market Site. Crosswalks are provided across Pope Park Highway and the eastern leg of Park Street. The Park Street crossing is closely aligned with the Market's main pedestrian access point. Crosswalk warning signage for the Park Street crosswalk consists of pedestrian warning signs on each side of the roadway, facing both directions. Each sign has a fluorescent yellow background and the signposts are supplemented with fluorescent yellow strips to enhance their visibility and conspicuity.

7. Park Street at Parkville Market Eastern Driveway

The Parkville Market Eastern Driveway intersects Park Street from the north to form a three-legged unsignalized intersection. Park Street generally operates with one general purpose free flowing travel lane in each direction, separated by a raised median island underneath the Interstate 84 bridge. The median island was cut back in 2020 with the opening of Phase 1 of the Market Project to accommodate left turns exiting the driveway. The curbing at the front of the island is painted yellow to increase visibility under the shadowed bridge. It is understood that the City anticipates removing additional portions of the median under a future project. The driveway operates as one-way southbound, towards Park Street, and provides narrow dedicated left and right turn lanes. On-street parking is accommodated on Park Street east of the driveway.

8. Park Street at Pope Commons Driveway

Pope Park Commons Driveway intersects Park Street from the north to form a three-legged unsignalized intersection approximately 360 feet east of Pope Park Highway. Park Street provides one free flowing general purpose travel lane in each direction with a ±50-foot long eastbound left turn lane. East of the driveway, travel on Park Street is separated by a raised median island with planters. On-street parking is accommodated on both sides of Park Street, east and west of the driveway. At the driveway, parking is prohibited via curb extensions and flush brick textured pavement. The driveway accommodates travel in both directions with no roadway striping and no traffic control. The driveway crosses the sidewalk with a driveway apron (curb cut). The nearest crosswalk is approximately 265 feet to the east and includes bumpouts/curb extensions and a median pass-through with pedestrian warning signs. The sidewalk along the southern side of Park Street is a wide (10-11 feet) bituminous meandering path leading to Pope Park.

9. Park Street at Laurel Street

Laurel Street intersects Park Street from the north to form a three-legged signalized intersection. Park Street generally provides one travel lane in each direction with a 80-foot long eastbound left turn lane and a 45-foot long westbound right turn lane. East of Laurel Street, Park Street provides two general purpose eastbound through lanes. Approximately 700 feet to the east, at the signalized Park Terrace, the leftmost travel lane "drops" to become a dedicated left turn lane. This double lane section accommodates Laurel Street, which provides a dedicated left turn lane and a shared left/right turn lane. Curb extensions are provided on all four corners of the intersection providing very wide sidewalks and crosswalk landing areas. A bus stop is located on both sides of Park Street, west of Laurel Street. Signalized crosswalks are provided across all three legs. Vehicle signal indications are strung from a spanwire between the northwest and southeastern corners of the intersection. Phasing generally provides an eastbound left turn advance, and a westbound right turn overlap which receives a green when Laurel Street receives a green. Pedestrians cross



with an exclusive phase. The southern side of the intersection accommodates wide bituminous pathways serving the abutting Pope Park. *Existing Transit Service and Walkability*

The Market Site continues to offer convenient access for transit users. The site is located approximately 700' east of the CTfastrak Parkville Station located on the southeast corner of Park Street and Francis Avenue. Additional CTtransit (Route 31 and 33) bus stops and bus shelters are located immediately to the south and to the west of the site along Park Street.

The Phase 1 Assessment found the combined corridor ridership for CTfastrak and CTtransit exceeded 17,000 users for an average weekday and 11,000 users for an average Saturday in April 2018. Review of the transit data from CTtransit suggests corridor ridership decreased significantly throughout the State's bout with the COVID-19 Pandemic but has been steadily increasing through late 2021 and early 2022. The statistics for July 2022 found approximately 15,000 average weekday passenger trips, 11,000 average Saturday passenger trips, and 6,000 average Sunday/Holiday passenger trips. This suggests consistent use on weekends (likely leisure activity) but slightly decreased use on weekdays (such as commuting activity).

The market is also expected to attract a considerable number of pedestrian users in part due to the mix of interacting land uses surrounding the site. This includes over 300,000 square feet of commercial space as well as residential, retail, and dining. Sidewalks including streetscape amenities are located on all block faces. Brick paved crosswalks are located at Park Street intersections, and traffic signals, where provided, include exclusive pedestrian phases.

Existing Traffic Volumes

Existing traffic volumes were obtained via Turning Movement Counts (TMC) at the seven study area intersections during the weekday evening commuting period (4:00-6:00 PM) and Saturday mid-day period (12:00-2:00 PM) in late August 2022. Volume associated with the Market West and East driveways were determined based on the volume of the adjacent intersections. Peak hours were found to vary intersection to intersection and day to day, but roughly represented a weekday evening peak hour of 4:30-5:30 PM and a Saturday mid-day peak hour of 1:00-2:00 PM. The observed peak hour volumes for each intersection were reported and balanced to reflect any variances in volume between intersections resulting from the different peak hours and count dates.

Crash Data

Crash data was evaluated for the most recent five years (2017-2021) of data obtained from the Connecticut Crash Data Repository maintained by UConn. The assessment included an evaluation of Park Street throughout the study area between Hazel Street and Laurel Street. The data listed a total of one hundred and eleven (111) crashes within the area during this time period. Of the intersections, Park Street at Laurel Street and Park Street at Orange Street had the most reported crashes at 16 each.

- Park Street at Laurel Street: 16 crashes
- Park Street at Orange Street: 16 crashes
- Park Street at Pope Park Highway / Parkville Market Center Driveway: 13 crashes
- Park Street at Hazel Street: 10 crashes
- Park Street at Francis Ave: 9 crashes
- Park Street at Bartholomew Ave: 9 crashes
- Park Street at Pope Commons Driveway: 4 crashes
- Park Street at Market East Driveway: 3 crashes
- Park Street at Market West Driveway: 1 crash



The year 2018, which is prior to the opening of the Phase 1 portion of the development, had the highest number of reported crashes with 29. The most common crash types during the five-year period were rear ends (34 crashes) and single vehicle crashes (27 crashes), followed by 20 angle crashes, 18 sideswipe crashes, 4 head-on crashes, 4 pedestrian or bicycle crashes, 1 rear to rear crash and 2 crashes that were not categorized. Around thirty percent of crashes resulted in injury or possible injury, and no fatal crashes were reported along the corridor. It is understood that one fatal crash occurred in 2016 at the intersection of the Market East driveway where a motorist reportedly struck a bridge abutment for the Interstate 84 overpass. Very few crashes (5 out of 111) occurred during the morning peak, and roughly thirty-four percent of crashes occurred overnight between 8 PM and 6 AM.

None of the crashes reported at the two existing Site Driveways occurred following the opening of Phase 1.

FUTURE CONDITIONS

The following section presents the analysis of future conditions at the study area intersections.

There are no significant changes to the Site expected as part of Phase 2, apart from internal renovations required to accommodate the proposed uses. Additional off-site or abutting site overflow parking has been proposed by the Applicant as discussed in prior sections of this letter.

No-Build Conditions

In accordance with the Phase 1 assessment dated July 31, 2018, this assessment applies no growth factor to the observed August 2022 volumes based on the premise of low or negative traffic growth throughout the region and no known planned development projects within the Study Area. As a result, the “No-Build” condition largely represents the existing conditions evaluated above.

Project Trip Generation

The Project Trip Generation was assessed in BETA’s August 5, 2022, letter to the City of Hartford Planning Department. This found the proposed Phase 2 of the Parkville Market project is estimated to generate approximately 245 weekday evening peak hour vehicle trips (150 entering, 95 exiting), and 290 Saturday mid-day peak hour vehicle trips (158 entering, 132 exiting). The assessment noted the significant probability for walk, bike, and transit trips given the Site’s proximity to CTfastrak and local bus service surrounding the study area. The existing Park Street area accommodates the significant pedestrian travel associated with the transit connections with very wide sidewalks, curb extensions, and several crosswalks. Additionally, it was observed that the Brewery, which was assumed as part of Phase 1, had not yet been developed. Since this land use within the site is still anticipated, the trips estimated for the Brewery during the Phase 1 analysis were incorporated into the Phase 2 Trip Generation assessment presented in the August 5, 2022 letter. This resulted in an additional estimated vehicle trips of 295 during weekday evening peak hour (181 entering, 114 exiting) and 335 during the Saturday mid-day peak hour (184 entering, 151 exiting).

Project Trip Distribution and Assignment

The projected vehicle trips estimated in the August 5, 2022 letter were applied to the Study Area roadway network based on existing travel patterns revealed by the Turning Movement Count exercise. It is noted that Interstate 84 (East and West) is accessible via Sisson Avenue to the west of the Study Area. Based on this regional connection, an emphasis on trips was associated to/from the west via Park Street, particularly during the evening peak hour. All trips were associated to the Site based on existing Site Circulation patterns. This assumes the existing easements related to the Eastern Site driveway remain. This



assessment provides a conservative analysis of the Site driveway operations, noting other areas of overflow parking may be used to disperse traffic. A summary of vehicle trip distribution is provided in Table 1.

Table 1: Directional Distribution

Roadway	Direction	Percent
Park Street	West	41% PM, 42% Sat
Park Street	East	34% PM, 38% Sat
Francis Avenue	South	10% PM, 5% Sat
Laurel Street	North	15% PM, 15% Sat

Pedestrians are generally expected to utilize Park Street to/from the CTfastrak station on the southeastern corner of Francis Avenue or the abutting local bus stops along Park Street. This requires pedestrians to cross Park Street somewhere between the Site and the bus station. Other pedestrian connections are likely between areas of overflow parking defined in earlier sections. This is expected to be of most impact for any parking at 1477 Park Street as pedestrians must cross Park Street. Other pedestrian trips may be related to commercial uses opposite the Market such as the mixed-use building at 1429 Park Street or the nearby Pope Park east of Interstate 84.

Build Traffic Volumes

The estimated trip generation was applied to the existing study area network based on the estimated distribution patterns to develop the “build” condition.

TRAFFIC OPERATIONS

The following section provides a description of the methodology used to evaluate traffic conditions and the results of the Level of Service and queuing analysis.

Methodology

Intersection operations at the project intersections were evaluated using the SYNCHRO software package (Version 11). Traffic operations are defined by Level of Service (LOS), which is a qualitative measure that associates LOS with vehicle delays. The criteria for unsignalized intersections are different than for signalized intersections because drivers expect different performance levels from each type of intersection. The relationship between LOS and delay is summarized in Table 2.



Table 2: Level of Service Criteria

LOS	Unsignalized Intersection Criteria	Signalized Intersection Criteria
	Average Total Delay (Seconds per Vehicle)	Average Total Delay (Seconds per Vehicle)
A	< 10.0	< 10.0
B	10.1 to 15.0	10.1 to 20.0
C	15.1 to 25.0	20.1 to 35.0
D	25.1 to 35.0	35.1 to 55.0
E	35.1 to 50.0	55.1 to 80.0
F	> 50.0	> 80.0

Operational Analysis Results

The following section presents the results of the Level of Service and delay for the future background conditions during the weekday afternoon and Saturday midday peak hours. The Level of Service summary is presented below in **Table 3**. Average delays, in seconds, are shown in parenthesis.



Table 3: Level of Service (Delay) Summary

Intersection	Approach	PM Peak Hour		Saturday Peak Hour	
		Existing	Build	Existing	Build
Park St./Hazel St.	EB (L)	A (8.5)	A (8.7)	A (8.4)	A (8.6)
	SB	C (15.2)	C (17.7)	B (14.5)	C (17.2)
Park St./Francis Ave.	NB	C (27.8)	C (31.1)	C (21.9)	C (22.2)
	WB (T)	A (8.5)	B (10.0)	A (8.5)	A (9.0)
	WB (L)	A (8.5)	A (9.5)	A (7.9)	A (8.0)
	EB (T)	B (16.9)	B (20.0)	B (17.2)	B (19.5)
Park St./Orange St.	EB (L)	A (8.5)	A (8.7)	A (8.5)	A (8.7)
	SB	D (28.6)	E (47.6)	C (19.3)	D (25.8)
Park St./Bartholomew Ave.	NB	C (18.9)	C (24.4)	C (15.5)	C (18.8)
	WB (L)	A (8.9)	A (9.4)	A (8.4)	A (8.7)
Park St./West Dwy.	EB (L)	A (0.3)	A (2.1)	A (0.5)	A (2.1)
Park St./ East Dwy.	SB (L)	D (26.7)	F (53.5)	C (17.9)	D (28.8)
Park St./Pope Park Hwy./Central Dwy.	NB	D (29.2)	D (29.0)	C (19.0)	C (22.9)
	WB (L)	A (9.0)	A (9.0)	A (8.3)	A (8.3)
Park St./ Pope Commons Driveway	EB (L)	A (8.6)	A (9.0)	A (8.4)	A (8.8)
	SB	B (14.7)	C (17.3)	B (14.8)	C (17.7)
Park St./ Laurel St.	EB (L)	A (9.3)	A (9.8)	A (4.5)	A (4.6)
	EB (T)	B (10.1)	B (10.6)	A (5.2)	A (5.5)
	WB (T)	B (18.5)	C (20.2)	B (11.6)	B (12.5)
	WB (R)	A (9.2)	B (11.0)	A (4.1)	A (5.7)
	SB	C (31.9)	C (31.7)	B (17.8)	B (16.7)

As previously discussed, no background growth is anticipated for this area, therefore the Existing conditions analysis also represents the No-Build condition. As shown in Table 3, all approaches are expected to operate at LOS D or better during both peak hours under the No Build conditions.

During the PM peak hour, the LOS for the Orange Street southbound approach to Park Street is expected to drop from D to E between the No Build and Build conditions. The average delay per vehicle increases by 19 seconds as a result of the additional site generated traffic. The East Site exit driveway southbound



left turn onto Park Street drops from LOS D during the No Build condition to LOS F under the Build condition, with an increase in average delay per vehicle of 26.8 seconds.

During the Saturday peak hour, all approaches and movements are expected to operate at LOS D or better.

Queueing Conditions

Table 4 shows the 95th percentile queue lengths for the critical movements within the study area intersections.

Table 4: 95th Queue Lengths (Feet) Summary

Intersection	Approach	PM Peak Hour		Saturday Peak Hour	
		Existing	Build	Existing	Build
Park St./Hazel St.	EB (L)	2'	2'	1'	1'
	SB	9'	11'	10'	13'
Park St./Francis Ave.	NB	66'	74'	52'	55'
	WB (T)	226'	262'	203'	248'
	WB (L)	37'	39'	29'	31'
	EB (T)	363'	466'	334'	427'
Park St./Orange St.	EB (L)	2'	2'	3'	3'
	SB	56'	88'	27'	38'
Park St./Bartholomew Ave.	NB	15'	22'	8'	12'
	WB (L)	2'	3'	1'	1'
Park St./West Dwy.	EB (L)	2'	13'	4'	14'
Park St./ East Dwy.	SB (L)	29'	98'	6'	50'
Park St./Pope Park Hwy./Central Dwy.	NB	56'	56'	30'	38'
	WB (L)	7'	7'	5'	5'
Park St./ Pope Commons Driveway	EB (L)	8'	8'	7'	8'
	SB	28'	35'	30'	38'
Park St./ Laurel St.	EB (L)	95'	99'	26'	28'
	EB (T)	201'	236'	62'	81'
	WB (T)	251'	325'	113'	151'
	WB (R)	121'	139'	46'	57'
	SB	201'	204'	77'	75'



As shown in Table 4, the longest queue lengths occur along the Park Street approaches to the signalized intersections at Francis Street and Laurel Street. The biggest increase in queue length between the No Build and Build conditions is shown for the eastbound Park Street approach to Francis Street, which is expected to extend an additional 103 feet, or approximately 4 vehicles. The East Site exit driveway southbound left turn queue length is expected to increase 69 feet during the PM peak hour and 24 feet during the Saturday peak hour, or approximately 3 and 2 vehicles, respectively. Overall, the queue lengths within the study area are not anticipated to increase significantly as a result of the additional site generated traffic.

MITIGATION

Review of the traffic operations analysis suggests the existing study area roadway network can accommodate the nominal increases in delay and queue associated with Project Site traffic. Further, the study area provides very wide sidewalks with curb extensions, high visibility crosswalks, and other streetscape features which can accommodate high pedestrian traffic to and from the CT fastrak Parkville Bus Station and adjacent bus stops. The existing Park Street section within the Study Area provides seven crosswalks, four of which are signalized at Francis Avenue and Laurel Street. The signalized crossing at Francis Avenue directly abuts the Parkville Bus Station and provides a safe (exclusive phase) crossing to the northern side of the roadway.

While the above assessment finds the proposed development can be accommodated within the existing infrastructure, the following section summarizes some potential measures that could improve conditions within the study area.

Pedestrian Warning Signage and Crosswalks

CTDOT's Pedestrian Safety Countermeasure Guidance at Marked Uncontrolled Crosswalks indicates that high-visibility crosswalks with markings and signage are appropriate for the study intersections, based on Average Daily Traffic, 85th percentile speeds, and number of lanes. Review of existing conditions suggests inconsistent pedestrian signage at Bartholomew Avenue.

It is understood that the City is undertaking a streetscape project for Bartholomew Avenue. It is recommended that the City re-evaluate the existing pedestrian crosswalk signage as part of the Streetscape Project to ensure adequate warning to motorists, particularly given the two bridge underpasses, which obscure natural light and reduce visibility.

Wayfinding Signage

The Applicant will coordinate with the City and CTtransit to install additional wayfinding signs for the Site at or near the Parkville Bus Station directing pedestrians towards the Site. Similarly, wayfinding signage and other transit info will be provided on the Site to inform patrons of the local bus service and nearby Bus Station.

CONCLUSIONS

Using standard traffic engineering practices, this Traffic Impact and Site Access study has:

- Provided an update on the Project History and assessments to date throughout the development of the Project.
- Provided an updated summary of the existing conditions based on an expanded study area when compared to the Phase 1 Assessment.
- Provided a summary of existing (and future) site circulation patterns.



Mr. Carlos Mouta
September 9, 2022
Page 12 of 12

- Obtained traffic volume at all study area intersections in August 2022 to assess conditions after the opening of Phase 1 of the project.
- Evaluated updated crash history on Park Street throughout the study area and at the study area intersections.
- Discussed an estimate of future trips generated by the second phase of development,
- Evaluated existing and future traffic operations at the study area intersections and site driveways.
- Discussed potential measures to improve overall operations throughout the study area.

This study shows that:

- Based on an analysis of trip generation, the 2nd Phase of the proposed market, in addition to the Brewery from Phase 1, is expected to generate 295 vehicle trips during the afternoon peak hour and 335 trips during the Saturday peak hour.
- The traffic operational analysis reveals that there will be no significant impact to the adjacent roadway network as a result of the additional site generated traffic anticipated as part of the Phase 2 redevelopment.

If we can be of any further assistance regarding this matter, please contact us at our office.

Very truly yours,
BETA Group, Inc.



Joe Rimiller, P.E., PTOE
Senior Traffic Engineer

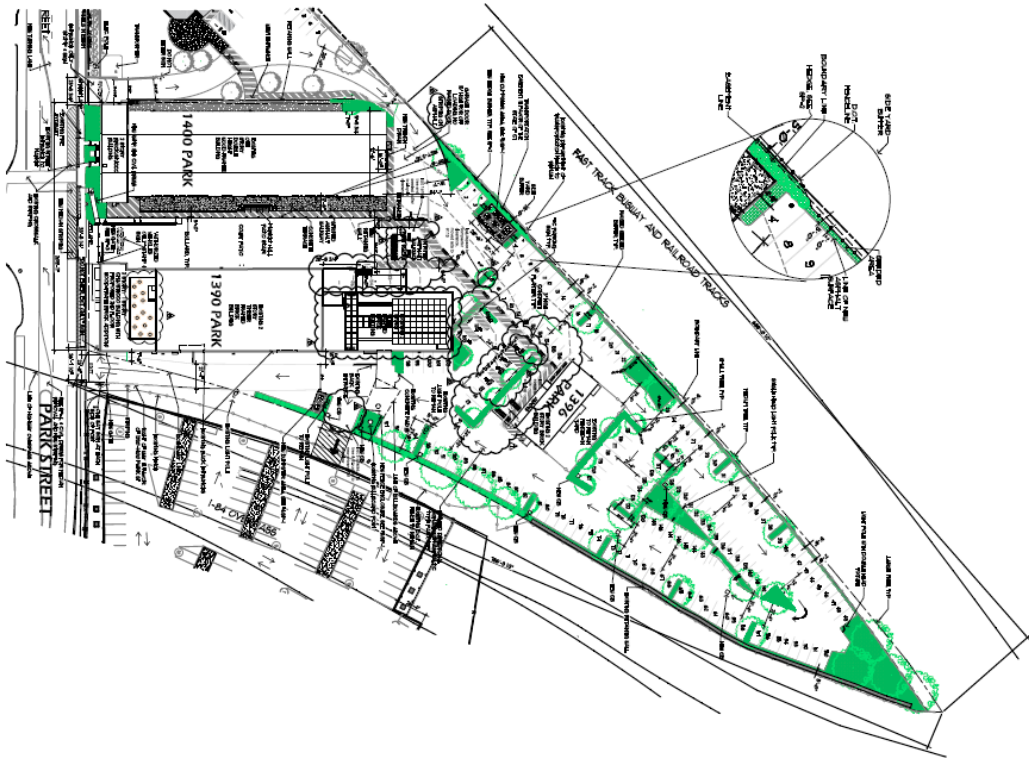
Job No: 10595

\\beta-inc.com\ct\CT-SYS\10000\10595 Parkville Market, Phase 2 Traffic Study\Correspondence and Communication\Letters\2022.09.07-ParkvilleMarketTraffic-Phase2.docx

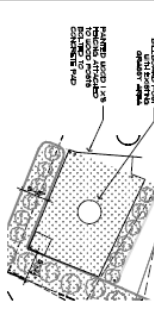


Attachment 4 – Site Plan last revised August 15, 2022

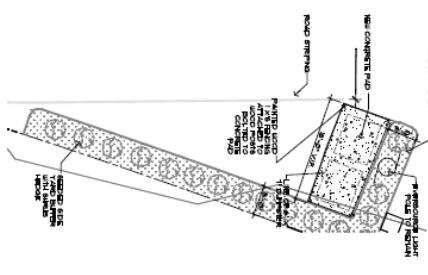
1 PROPOSED SITE PLAN & ZONING INFORMATION



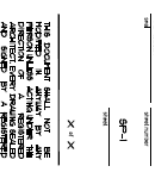
2 EXIST BILLBOARD POST FENCE ENCLOSURE



3 EXIST DUMPSTER ENCLOSURE 1390 PARK



4 EXIST DUMPSTER ENCLOSURE 1400 PARK



2 ZONING INFORMATION

Code	Height	Area	Use
1	10	1000	Residential Single-Family
2	12	1200	Residential Medium-Density
3	15	1500	Residential High-Density
4	20	2000	Residential Medium-Density
5	25	2500	Residential High-Density
6	30	3000	Residential Medium-Density
7	35	3500	Residential High-Density
8	40	4000	Residential Medium-Density
9	45	4500	Residential High-Density
10	50	5000	Residential Medium-Density
11	55	5500	Residential High-Density
12	60	6000	Residential Medium-Density
13	65	6500	Residential High-Density
14	70	7000	Residential Medium-Density
15	75	7500	Residential High-Density
16	80	8000	Residential Medium-Density
17	85	8500	Residential High-Density
18	90	9000	Residential Medium-Density
19	95	9500	Residential High-Density
20	100	10000	Residential Medium-Density
21	105	10500	Residential High-Density
22	110	11000	Residential Medium-Density
23	115	11500	Residential High-Density
24	120	12000	Residential Medium-Density
25	125	12500	Residential High-Density
26	130	13000	Residential Medium-Density
27	135	13500	Residential High-Density
28	140	14000	Residential Medium-Density
29	145	14500	Residential High-Density
30	150	15000	Residential Medium-Density
31	155	15500	Residential High-Density
32	160	16000	Residential Medium-Density
33	165	16500	Residential High-Density
34	170	17000	Residential Medium-Density
35	175	17500	Residential High-Density
36	180	18000	Residential Medium-Density
37	185	18500	Residential High-Density
38	190	19000	Residential Medium-Density
39	195	19500	Residential High-Density
40	200	20000	Residential Medium-Density
41	205	20500	Residential High-Density
42	210	21000	Residential Medium-Density
43	215	21500	Residential High-Density
44	220	22000	Residential Medium-Density
45	225	22500	Residential High-Density
46	230	23000	Residential Medium-Density
47	235	23500	Residential High-Density
48	240	24000	Residential Medium-Density
49	245	24500	Residential High-Density
50	250	25000	Residential Medium-Density
51	255	25500	Residential High-Density
52	260	26000	Residential Medium-Density
53	265	26500	Residential High-Density
54	270	27000	Residential Medium-Density
55	275	27500	Residential High-Density
56	280	28000	Residential Medium-Density
57	285	28500	Residential High-Density
58	290	29000	Residential Medium-Density
59	295	29500	Residential High-Density
60	300	30000	Residential Medium-Density
61	305	30500	Residential High-Density
62	310	31000	Residential Medium-Density
63	315	31500	Residential High-Density
64	320	32000	Residential Medium-Density
65	325	32500	Residential High-Density
66	330	33000	Residential Medium-Density
67	335	33500	Residential High-Density
68	340	34000	Residential Medium-Density
69	345	34500	Residential High-Density
70	350	35000	Residential Medium-Density
71	355	35500	Residential High-Density
72	360	36000	Residential Medium-Density
73	365	36500	Residential High-Density
74	370	37000	Residential Medium-Density
75	375	37500	Residential High-Density
76	380	38000	Residential Medium-Density
77	385	38500	Residential High-Density
78	390	39000	Residential Medium-Density
79	395	39500	Residential High-Density
80	400	40000	Residential Medium-Density
81	405	40500	Residential High-Density
82	410	41000	Residential Medium-Density
83	415	41500	Residential High-Density
84	420	42000	Residential Medium-Density
85	425	42500	Residential High-Density
86	430	43000	Residential Medium-Density
87	435	43500	Residential High-Density
88	440	44000	Residential Medium-Density
89	445	44500	Residential High-Density
90	450	45000	Residential Medium-Density
91	455	45500	Residential High-Density
92	460	46000	Residential Medium-Density
93	465	46500	Residential High-Density
94	470	47000	Residential Medium-Density
95	475	47500	Residential High-Density
96	480	48000	Residential Medium-Density
97	485	48500	Residential High-Density
98	490	49000	Residential Medium-Density
99	495	49500	Residential High-Density
100	500	50000	Residential Medium-Density

LIFECARE DESIGN INC.
 1402 PARK ST. 2ND FLOOR
 HARTFORD, CT 06103
 www.lifecare-design.com

PKV, LLC
 1390 PARK ST.
 HARTFORD, CT 06103

1390 PARK ST BUILDING ALTERATIONS
 1390 PARK ST.
 HARTFORD, CT 06103

PROPOSED SITE PLAN ZONING INFORMATION

Scale: 1" = 40'-0"

North Arrow

Site Location Map

THIS DOCUMENT SHALL NOT BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT. THE ARCHITECT'S LIABILITY IS LIMITED TO THE DESIGN AND CONSTRUCTION OF THE PROJECT AND DOES NOT INCLUDE ANY OTHER SERVICES OR PRODUCTS PROVIDED BY THE ARCHITECT.